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Otajiri, Tohmyama, Teabakuro, Yoshinotani, Yoshio, Yuzukibara, and other Co-
Mines.

Hongkong, August 1, 1901.

N. INUZUKA, Manager.

Intimations.

THE DAIRY FARM COMPANY,
LIMITED.NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above-named Company
will be held at the COMPANY'S OFFICE, No.
2, Albert Road, Victoria, in the Colony of
Hongkong, on FRIDAY, the 10th day of
January, 1902, at 4 p.m., when the sub-
joined resolution which was passed at the
Extraordinary General Meeting held on
the 18th December, 1901, will be submitted
for confirmation as a special resolution.
That the figures in Article No. 10,
Clause 15 of the Articles of Association of
the Company, be altered to read \$1,000
(Fifteen hundred dollars).

By order of the Board of Directors.

R. P. MOFFITT,
Secretary.

Hongkong, December 24, 1901. 2640

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the 'GERMINAL'
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moder-
ate. Stock of specially selected quality.
A trial solicited. Special Terms to Ex-
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Hongkong, August 2, 1901. 1607

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GUITARRA.

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Hongkong, December 27, 1901. 2263

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PERSON ACTUALLY RE-
QUIRED, instead of Listen-
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give their Name and
Number to anyone an-
swering, and then TO
RING OFF.WHEN THE PERSON RE-
QUIRED REACHES THE
INSTRUMENT, A FRESH
CALL CAN THEN BE
MADE FROM THAT END.

For full particulars, &c., &c.,

Apply to
W. STUART HARRISON,
Manager.

Hongkong, September 16, 1901. 140

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EVERYBODY.

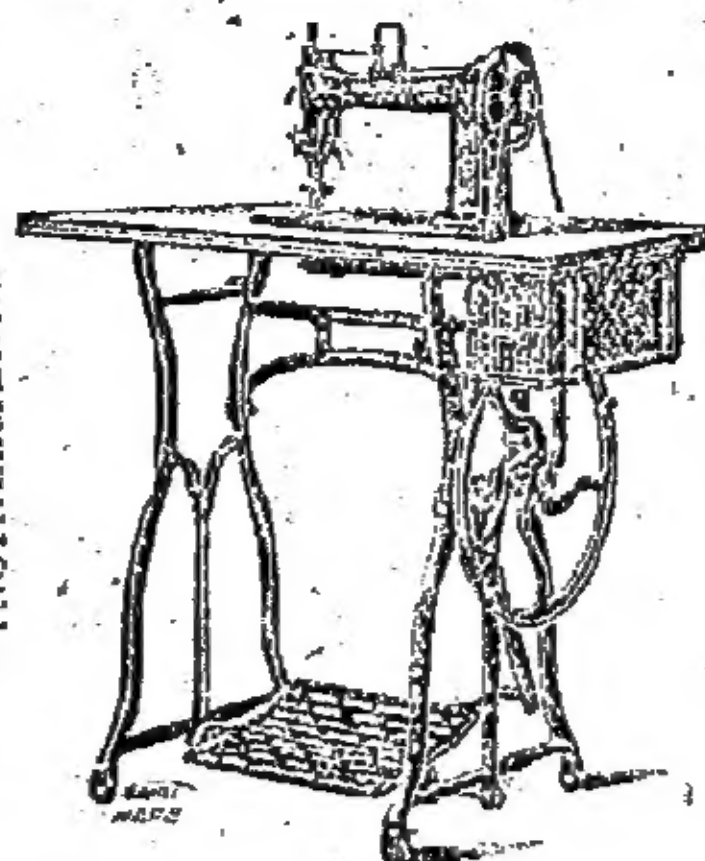
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BY
J. G. McPHERSON, LL.D., &c.
(Author of 'Golf, the Best of Games, &c.')The Eighth of this Series will appear
on SATURDAY NEXT, 11th January,
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A SERIES OF ARTICLES
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Hongkong, December 18, 1901. 2590

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OFFICE.

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3, Queen's Building, Top Floor.

Hongkong, December 14, 1901. 2546

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GODOWNS, etc. Owners of Property

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communicate with the Undersigned.

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LAND AND ESTATE AGENT AND BROKER,

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Hongkong, December 18, 1901. 2589

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Hongkong, December 11, 1901. 2528

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Hongkong, July 16, 1901. 1478

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Hongkong, November 29, 1901. 2441

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H. RUTONJEE,

No. 5, D'Almeida Street, H.K.

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Hongkong, December 30, 1901. 2593

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DEALERS IN

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PICTURE FRAMES

AND ALL KINDS OF

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Hongkong, August 6, 1901. 1622

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Hongkong, October 20, 1901. 2153

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Condition. The Launch is fitted in

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Length 63 ft., Beam 11 ft. 6 inches,

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LAUTS, WEGENER & Co.,

Hongkong, October 14, 1901. 2103

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Solicitors, Supreme Court.

Hongkong, September 23, 1901. 2007

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SCIENCE IN THE NINETEENTH

CENTURY.

Address by Sir William Preese.

In delivering the inaugural address of

the one hundred and forty-eighth session of

the Society of Arts, Sir W. H. Preese, the

Chairman of the Council, surveyed the

doings of the past century in the applica-

tion of the discoveries of science to further

the objects of the Society, which was estab-

lished in 1754 for the encouragement of the

arts, manufactures, and commerce of the

Country. He remarked that the workers

in the realm of scientific research were in-

creasing in compound ratio. The greatest

scientific discovery of the Seventeenth

Century was the law of universal gravitation

by Isaac Newton; the greatest of the Eight-

eenth Century was the 'law of Watt,' which

determined the latent heat of steam con-

densation at different temperatures and

pressures; the great scientific discovery of

the Nineteenth Century had been (1) the

principle of evolution, (2) the atomic

structure of matter, (3) the existence of

the ether and the mutability theory of

light, (4) the principles of electro-magnetic

induction and electrolysis, and (5) the

principle of the conservation of energy.

Discussing these latter discoveries, he

mentioned that the end of the Nineteenth

Century had been characterised by the

discovery of several new elements—

argon, helium, krypton, neon, and xenon.

The Nineteenth Century was character-

ised by many hypotheses to explain

the existence of matter, and the Twen-

tieth Century began without the ex-

istence of an acceptable theory. Our

grand old man of science, Lord Kelvin, had

tackled the problem with all the energy of

his vigorous mind, but had failed to invent

the final theory of the structure of the mat-

ter. He had, himself, always regarded

Faraday's '



**DON'T PAY THE PRICE OF PURE
BEER and not get it.**



SCHLITZ BEER and common beer cost about the same.

Why should you not have the best?

Schlitz Beer costs twice the common kind to brew.

Why should you not have the benefit?

Schlitz Beer is pure and healthful; made of the costliest materials; brewed in absolute cleanliness; cooled in plate glass rooms; filtered, then sterilized after it is bottled and sealed.

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Schlitz Beer is aged in refrigerating rooms for months before it is marketed. Does not ferment on your stomach like green beer or cause biliousness.

Why drink a beer that does?

There can be no impurity in clean beer; no microbes in sterilized beer; no headaches in aged beer. Schlitz beer has for 50 years been the standard of the world because of its healthfulness.

When you find this brand on the bottle you have the best beer money can buy.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
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**THE EMPIRE COMEDY AND
VARIETY COMPANY.**

**An Unrehearsed Performance in
Court.**

The Empire Company appeared to an almost empty and listless house on Saturday night. This morning (says the *China Gazette* of the 30th ult.), the British Civil Summary Court was the scene of an unrehearsed performance, when the precincts of that prosaic temple of law invaded by a host of beauty and talent, representing the major part of the combination, which has not been quite successful in winning the financial success its proprietors hoped when they landed on our shores from Hongkong ten days ago. Five of the fair ladies, in smart walking attire and of prepossessing and ladylike appearance, and four or five of the male members of the company, attended to ask His Honour for advice. They elected the orchestral conductor, Mr. Drakeford, their spokesman, and he attended Mr. Bourne, the Assistant Judge, in his private room to lay the case of himself and his fair companions in distress before the British authorities for light and guidance. It would seem that the applicants claim that their contracts have still four months to run, and they state that the proprietors of the show, Messrs. Harper and Thompson, wished to terminate the venture forthwith, and send the company back to Australia, where in such case they would find without a penny in many instances, and some of them thousands of miles away from their homes and friends. As a result of the interview with the Court and Consular officers, we are informed that a communication was sent to the proprietors which had the effect of getting them to change their minds about disbanding the troupe, in Shanghai, and the company instead is likely to proceed to Tientsin at an early date.

COUGHS AND COLDS IN CHILDREN.

RECOMMENDATION OF A WELL-KNOWN CHICAGO PHYSICIAN.
I use and prescribe Chamberlain's Cough Remedy for almost all chest ailments, contracted coughs, with direct results. I prescribe to children of all ages. Am glad to recommend it to all in need and seeking relief from colds and coughs and bronchial affections. It is non-narcotic and safe in the hands of the most unprofessional. A universal panacea for all mankind.—Mrs. MARY B. MELANDY, M. D., Ph. D., Chicago, Ill. U. S. A. For sale by All Dealers; WATKINS Ltd., General Agents.

RUSSIA IN THE FAR EAST.

A correspondent writes from Moscow:—From January 1 a regular line of steamers, with weekly sailings, is to be established between Odessa and Far East ports by the united efforts of four steamship companies and the Russo-Chinese Bank, acting on behalf of the East China Railway. The steamship companies are the Volunteer Fleet, the Russian Steamship and Trading Company, the East Asiatic Steamship Company and the Northern Steamship Company, the first two of which have been the principal means of communication between Russian ports in Europe and the East. The subsidy given to the Volunteer Fleet expires this year, and M. Witte applied to the Government to have this fleet of swift-cruisers transferred from the authority of the Naval Department to that of the Ministry of Finance, basing his application on the grounds that these ships were not used to the limit of their possibilities for trade in peace time, and would be of only problematical value as cruisers in time of war. The supreme Government has refused M. Witte's application, and the ships of the Volunteer Fleet will continue, as before, to be run at half their contract speed to save fuel while remaining under the authority of the Imperial Navy. The Russian Steamship and Trading Company is also aided by the State, and is officered with reserve men of the Imperial Navy.

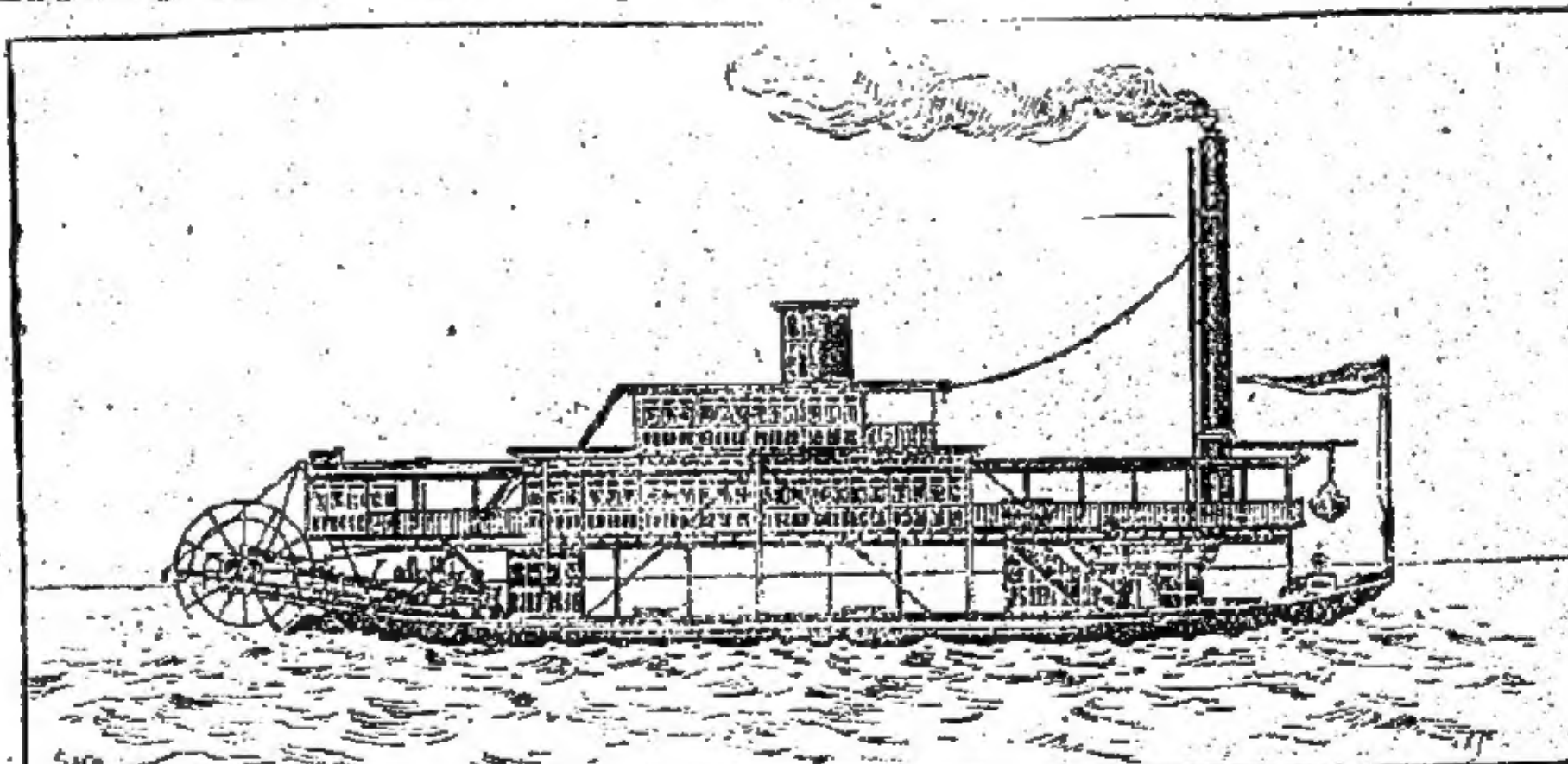
The days of mythological beliefs have gone. This is an era of science—a matter-of-fact age. The darkness of ignorance and superstition is giving way to the penetrating light of modern science—the revelation of facts. Modern science has discovered that the best medicinal cod liver oil, in its analysis, may be separated into two distinct parts—on the one hand, the oil, a mass of certain semi-solid substances, known as extractives. The oil is not materially different from other fixed oils and has little or no medicinal value. On the other hand, the extractives are peculiarly active, and the conclusion cannot be avoided that to the presence of these active principles cod liver oil owes its reputation as a remedy. No other oil has such constituents. The extractives hold the solution to cod liver oil that quinine sustains to crude cinchona bark. They are the curative essence of cod liver oil. When taken as they may be freed from the vile, unnecessary oil, their curative value is greatly increased, for they are not hampered by the presence of the noxious fat. Upon this scientific fact.

Stearns' Wins of Cod Liver Oil is based. It represents all the curative properties of the best cod liver oil in a virgin preparation. It also contains the best form of iron, making it also an ideal iron tonic. Wholesale from A. B. Watson & Co., Ltd., Hongkong.

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For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

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1589

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THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
(Printed from the China Mail.)

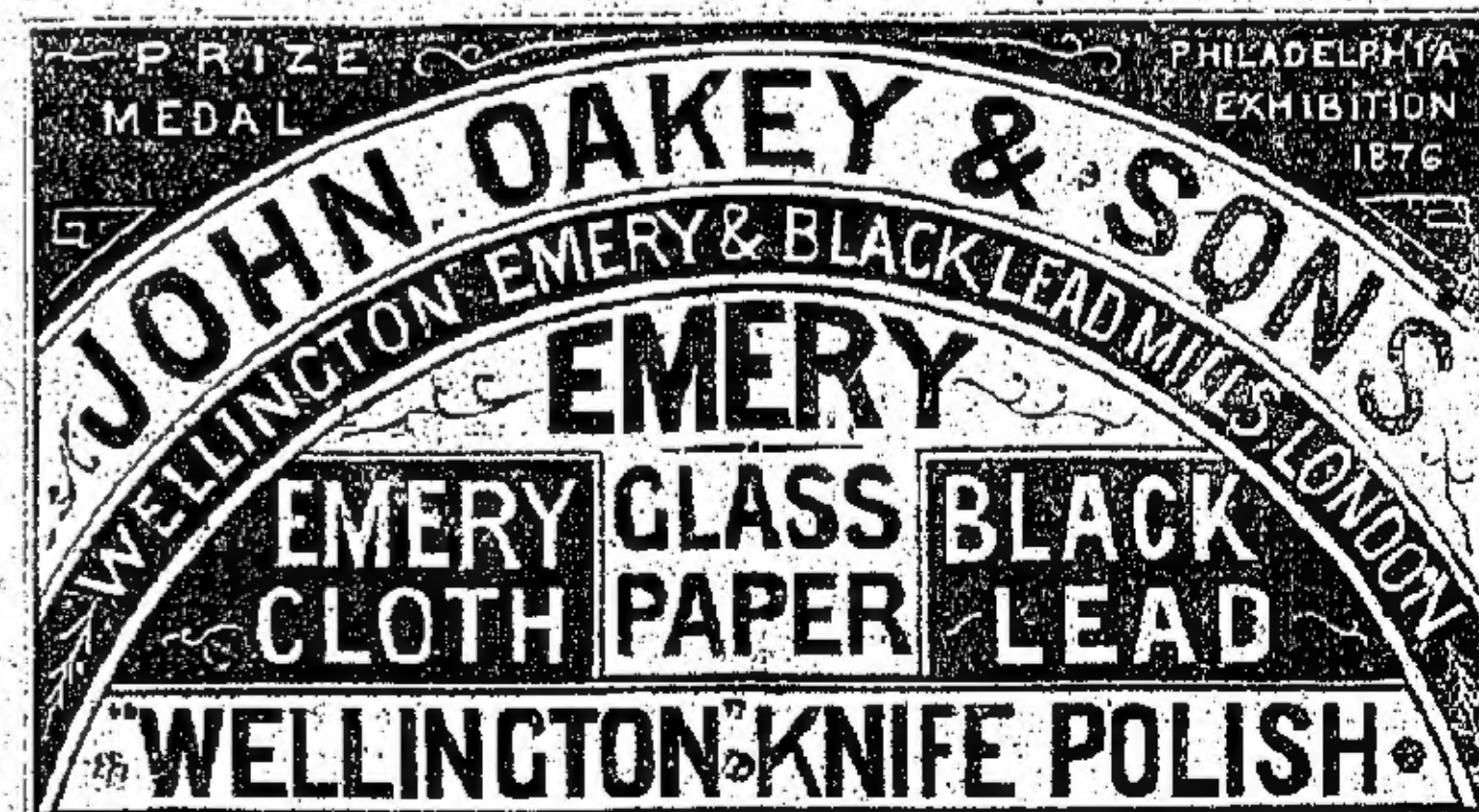
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Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned Original Worcestershire Sauce, they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



Sold Throughout the World.
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

THE ENGLISH CRICKETERS IN AUSTRALIA.

The Second Test Match.
We are informed that the second test match, played at Melbourne between Mac-laren's English team and All Australia, has resulted in a win for the Australians by a substantial majority.

**MR. A. C. MACLAREN'S RECORD
IN AUSTRALIA.**

In commenting upon the fine scores of Mr A. C. MacLaren in the test match at Sydney we added that his average for test matches in Australia was roughly 50 per innings for more than 20 visits to the wickets. The *Athletic News* gives some figures of the last nine innings played by Mr MacLaren on the Sydney ground; which, it says, furnishes one of the eulogistics of the cricket field:—

* On November 12-16, 1897, he hit up 142 and 100 in the match against New South Wales. On December 15-17, in the first test match of the last tour, MacLaren subscribed 149 and 50 (not out), whilst in the return match with New South Wales on February 5-11, 1898, he chipped in with 61 and 140. In the fifth and last match on this arena he annexed 65 and then came his only asymmetrical cypher. This was accounted for by 145 on Saturday. These records are the only ones in nine attempts in which he has scored 812, while on one occasion he has averaged 100 of just over a run per innings. MacLaren is evidently happy in Sydney, for he likes the turf and appreciates the bowling.

Since these lines appeared in print Mr. MacLaren scored 73 in the second innings of the New South Wales match and 116 in the test match, which makes his record for the Sydney ground 11 innings, 1 not out, 1,001 runs, six centuries, average 104'00. The curious thing is that by his last two scores, although they aggregate nearly \$60, Mr. MacLaren reduces rather than increases his average!

LOCAL AND GENERAL.

Fire.

The fire alarm rang twice in quick succession on Saturday evening, indicating first there was a fire in No. 8 District, and shortly afterwards another in No. 3 District. The first-mentioned took place in a carpenter's shop at No. 30, Sai Woe Lane, occupied by Wong Kwok. The Brigade attended promptly, under Acting Deputy Superintendent Muckie. The building was gutted, however, and on adjoining house also partly damaged. The damage, estimated at \$1000, is covered by insurance with Messrs Meyer and Co. It is supposed that an overhauled fuse set fire to a number of books. The other alarm was a false alarm.

Football.
On Saturday afternoon, on the ground of the Hongkong Football Club, Happy Valley, a football match (Association) was played between teams representing the Hongkong Club and the Officers of the Fleet. The weather was delightful, and the ground very fast. At the outset, the Club had the better of matters, but wretched play in front of goal dissipated any good efforts in the open. Russell, at back, scored the only point in the first half, and the Club crossed over leading by 1 goal to nothing. The officers played up in spirited fashion in the second half, and, though another goal was scored against them not long after resuming, beautiful foot work by MacDonald on the right wing led to them opening their account. The equalizer soon followed, from a centre by the same player, Maguire heading through. A want of training was noticeable on the Navy side, and during the closing minutes of the game the Club ought to have scored from easy chances. It must be tantalising to the back division of the team to see their good work thrown away by forwards week after week. Some good individual play was shown among the officers, from the right-wing in particular. An agreeable game ended in a draw of two goals each.

Post Office Christmas Returns.
Through the courtesy of Mr E. C. Lewis, Assistant Postmaster General, we have been supplied with details showing the amount of Christmas and New Year postmaster which passed through Hongkong. It will be observed that in every department the business has exceeded that of last year. The Christmas letter mail from Hongkong took 292,647 letters and 281,372 papers, and from Shanghai through Hongkong 45,830 and 108,039 respectively. The total weight of the letters came to 680 lbs. 23 oz., and of papers 865 lbs. 3 oz. Last year there went from Hongkong 254,445

others and 283,406 papers, and from Shanghai through Hongkong 44,450 letters and 38,250 papers; being totals of 659 lbs. 2 oz. and 841 lb. 10 oz. respectively." The Christmas Mail by Glenair took 60 boxes containing 1158 parcels and weighing 814 lbs. The previous year's returns showed 42 boxes, 90 parcels, and 4394 lbs. weight. The Shanghai Christmas parcel mail via Glenair was 14 boxes, containing 312 parcels of 1561 lbs. weight. The Christmas Mail before there were 10 boxes, 200 parcels, and its weight was 1961 lbs. The New Year parcel mail from Hongkong comprised 39 boxes containing 876 parcels, and that of Shanghai 25 boxes, containing 615 parcels. The increase, as compared with the previous year, were correspondingly heavy. In a Brindell the Christmas and New Year parcel mails together amounted to 24 boxes, containing 375 parcels, the total weight being 1894 lbs. Notwithstanding their limited accommodation, the staff succeeded in coping with the rush of work in a thoroughly creditable manner.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE CHINESE COURT.

PROSPECTIVE ARRANGEMENTS.

The Dowager-Empress to Receive.

(From Our Own Correspondent.)

SHANGHAI, January 6, 9.31 a.m.

The Chinese Court proceeds from Peking to Peking to-morrow.

Prince Ching left Peking yesterday in order to carry out the arrangements for the reception of the Court.

Soon after his arrival in Peking the Emperor will grant an audience to the Foreign Ministers, and the Dowager-Empress will receive the ladies of the Legations.

CHINESE ARMY AND NAVY.

ORDERS FOR REORGANISATION.

Japan to the Front.

H. E. Yuan Shi-kai, Viceroy of Chihli Province, after memorializing the Throne, has issued an order for the re-organization of the Northern Chinese Squadron, with its headquarters at Chien.

Major Tachibana, a Japanese officer, has been appointed military adviser to H. E. Yuan Shi-kai, and Lieut-Colonel Bata fills a similar position to H. E. Chang Chih-tung at Wuchang. Both leave Japan for China immediately.

Sixty Japanese officers will come to China at an early date to assist in the re-organization of the Chinese army in the Northern and Central Provinces.

RUSSIA AND THE BOXER MOVEMENT.

LONDON, 3rd January, 1902.

The Paris correspondent of the Times publishes secret documents communicated by D'Amat, recently returned from Manchuria, which, it is alleged, prove that a bargain was negotiated by Li Hung Chang with Russia through Prince Potomsky, whereby the Boxer movement, which is hinted, Russia fomented, was to be turned against foreigners. Russia engaging to protect the Empress Dowager, against the Powers in return for her occupation of Manchuria, and a free hand in Mongolia.

MARQUIS ITO IN LONDON.

There was a brilliant gathering at the luncheon given to Marquis Ito at the Mansion House. The Lord Mayor highly eulogised the Marquis, and extolled his patriotic and indomitable will, and unselfish patriotism. Marquis Ito, replying, said that the reforms in Japan were due mainly to the devotion of the Mikado, and the patriotic of the people. He expressed profound satisfaction at the cordial relations existing between England and Japan. He believed the focus of international commercial competition was moving towards the Pacific, and hoped that Japan would largely share therein.

THE SOUTH AFRICAN WAR.

LONDON, 4th January, 1902.

Commandant De Wet has ordered the various Boer commands to retard the work of construction of British block-houses at any cost, hence serious fighting may be expected daily.

Since the 29th December, General Buller has effected the capture of one hundred Boers, including Commandant Erasmus.

THE CHINA MEDAL.

The China medal will have three clasps commemorating the action at the Taku Forts, the defence of the Legations, and the relief of Peking.

Archdeacon of Hongkong.

The Bishop of Victoria has appointed the Rev. W. Banister to be Archdeacon of Hongkong. This office was in times past held by Archdeacon Gray, the Consular Chaplain at Canton; but it has now been vacant for many years. The new appointment is rendered necessary by the present development of the Chinese Branch of the Anglican Church, both in Hongkong and in the Province of Kwangtung, which calls for a more complete ecclesiastical organization than has existed hitherto. We congratulate Archdeacon Banister on his new title.

PROMPT ACTION.

In dealing with what may be only a slight cough will often avert some more serious illness.

STEARNS' COUGH CURE.

Is just the thing for this, as it is always speedy and effective. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

For the PLEASANTLY TASTY—Clark's World-famous Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scars, Eczema, Bad Legs, Skin, and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 6d. Beware of worthless imitations.

CANTON NOTES.

(From Our Own Correspondent.)

BOARD OF MANDARINS.

Canton, January 4.

The Canton Board of Mandarins have a task of no ordinary difficulty in devising ways and means to increase the revenue so that they may be able to find the large sum allotted to this Province as its share in the indemnity. A ship-tax is the latest proposal. Every kind of boat, unless very small, will require to carry a license. The rate of payment will be according to the size and tonnage of the vessel. It is intended that the license shall only last six months. This constant changing of the license will involve an immense amount of labour and tend to friction. The indigo monopoly is for sale at the rate of five thousand dollars a year.

MANUFACTURE OF OPIUM.

The high duty on foreign opium has had exactly the opposite effect to that expected by those who were chiefly the cause of increasing the taxation on the imported drug. It has slightly checked the import of Indian opium, it has on the contrary greatly encouraged the growth of the native opium. It is something like this with the ridiculous restriction on the import of foreign arms into China. This regulation, well meant, has done the door on one side, but it left many doors open on the other. Witness the immense output of guns and ammunition from the Shanghai and Nanjing arsenals. This is now a great business, and every Province is making preparation for its own arsenal. Canton Province is getting ready to follow suit by the purchase of land for the erection of buildings.

THE NEEDLE TRADE.

The making of needles was formerly a large industry in Canton. The foreign needles have ruined the native trade. An attempt is about to be made to compete with the foreign merchants. There is an idea of starting a needle factory, using foreign machinery. The Chinese at the head of this new enterprise have been abroad and learned the business.

VIOLENCE.

The making of the new band at Wong Shai, on the west side of Canton, is progressing. The man who has all along opposed the work is still trying all he can to stir up strife. His former attempt to gain the people over to his side by gifts proved a miserable failure. He is not yet beaten, and has entered a petition against the continuance of the work and the extension of the band. The Pui U Magistrate has given a very sensible reply, pointing out among other things that the late Viceroy, Li Hung-chang, gave his permission to the scheme. He remarks, moreover, that if a great band is a hindrance it will prove a great boon to all people and traders alike.

The Viceroy has sent a special deputy to visit all the Counties and report as to the existing arrangements in each.

A big fire in Fatsan last Thursday burnt a lot of houses. It began in a fire-cracker shop.

EVENTFUL VOYAGE OF AN ORIENT LINER.

Twenty Hours Late at Colombo.

The Times of Ceylon of the 18th December reports:—The Orient-Pacific steamer Ormuz, from Europe for Australia and the London mail of November 29th, which should have arrived here at midnight on Monday, did not enter harbour till 10 o'clock last night the great delay being due to various causes. The present was one of the most eventful voyages of the Ormuz, she having experienced a severe gale during the early part of the voyage, a heavy blow and detention at a later stage, and, finally, when about to enter port, running short of coal. The Ormuz (Lieut. F. S. Symonds, R.N.R., Commander), left London on the 22nd November, and Plymouth the following day, with a large number of passengers and a full cargo of mail. After entering the Mediterranean and before making Marseilles, she encountered a severe gale, with heavy seas which frequently broke over the vessel. This lasted a whole day before she entered Marseilles. When the gale was at its height, one of the crew, a cook's mate, was washed overboard and drowned, and nothing could be done to save him. Two others of the crew were severely injured. One of them was dashed against an iron railing on deck, and injured his head, while the other was also thrown down and hurt. Marseilles was left on the 29th November, and the Ormuz arrived at Naples and left on the 1st instant, taking on board the mails and a number of passengers who had travelled by the overland route. Everything went well till the vessel entered the Suez Canal, where another incident occurred, which delayed her a whole day. It will be remembered that a French cargo steamer ran aground in the region of the Bitter Lakes and blocked the way for some time. The vessel was the Marie Therese, on her usual voyage to Colombo and the Far East. When the Ormuz arrived off the Bitter Lakes she had to drop anchor, but had not long to wait, as the French boat was not off in a couple of hours. On weighing anchor, the Ormuz broke her hydraulic gear and could not proceed till the necessary repairs were effected, and altogether she had to delay about twelve hours before resuming the voyage. The passengers, however, accepted the situation cheerfully and occupied the time with sports, fishing, and other amusements. Eventually, she passed through the Canal, and entered the Red Sea, only to experience further trying weather. Strong head winds and adverse currents were encountered till she left the Red Sea and entered the Gulf of Aden. As a result of all these delays the Ormuz was not at Colombo till 10 o'clock, and she had taken in, as is usual, just sufficient coal to enable her to reach Colombo, but the unavoidable delays resulted in her exhausting her bunkers. When about eighty miles off Colombo, yesterday afternoon, she had to stop.

NOT A LIE OF COAL IN HER BUNKERS.

and consequently had to burn wooden fittings and furniture to keep steam up. About this time the British steamer Glencairn was sighted, and the Ormuz signalled to her to stand by, intending to seek her assistance to enter port if the necessity arose. However, the quantity of fuel available was just sufficient to keep up steam and travel at a slow pace, and the Ormuz accordingly entered port as already stated, at 10 p.m., the Glencairn keeping by her.

CRICKET.

HONGKONG C.C. v. THE NAVY.

Another sensational win was recorded on Saturday, when teams representing the Club and the Navy met on the Cricket Ground. There was a large attendance of spectators, many being, no doubt, attracted either by the tall scoring of recent matches. A massed naval band played musical selections during the progress of play in the afternoon. The match commenced at eleven o'clock. The Club batted first, and compiled 253 runs. Lt. France-Hayhurst again distinguished himself by a powerful exhibition of free hitting, which brought up 117 runs to his credit before he was finally disposed of, leaving Digby when the score had reached 16. Cornale and Moore, however, put a different complexion on matters. Robust hitting characterized the innings of both men, and it appeared as if they would both go on for ever. Grimble caught Cornale out after he had compiled 41 runs. Moore treated the bowling in the most confident manner. The fielding, at times, was slack, but the bowling was steeper and was snatched all over the field. Crickiebeck put an end to a most expensive wicket by catching Moore, who retired with 140, the top score of the match, to his credit. Mahon and Pringle carried the score beyond the Club's total. Pringle drove the ball out of bounds every time, and great cheering and stamps were given when the total had reached 294 for the loss of five wickets—a sensational victory as victories go in Hongkong. France-Hayhurst was the only bowler on the Club side, he having three wickets for an average of 24.2 runs each. The bowling analysis is not given as it seems to have been rather irregularly kept. Scores:—

THE CLUB.	
Capt. Crickiebeck, b Digby, b Mahon	0
Lt. France-Hayhurst, c Moore, b Mahon	3
Noble	117
Capt. Cadogan, R.W.F., c Pringle, b Mahon	21
A. G. Ward, b McKinley	16
J. Hooper, c Pringle, b Noble	16
W. Dixon, b McKinley	47
Capt. H. Rothenham, R.W.F., c and b McKinley	0
C. H. P. Hay, b McKinley	5
Capt. Clapham, R.A., b Mahon	17
G. Grimble, not out	5
Extras	22
Total	253

THE NAVY.	
Mr Digby, at Hay, b Hayhurst	6
Mr Cornale, c Grimble, b France-Hayhurst	41
Mr Moore, c Crickiebeck, b France-Hayhurst	140
Lieut. Wood, b Hayhurst	28
Lieut. Reinold, not out	18
Lieut. Mahon, not out	22
Pringle, not out	22
Extras	4
Total (for 5 wickets)	266

NAVAL YACHT V. CHAUVINOWER.

On Saturday a cricket match was played at Happy Valley between the Naval Yacht C.C. and the Chauvinower C.C., which resulted in a win for the latter Club by 34 runs and 4 wickets. Scores and analysis:—

NAVAL YACHT.	
C. Ormsby, b Lammert	3
W. Brand, c M.S. Asper, b Hartman	2
E. Makovevich, b Hartman	2
P. Gladwell, not out	35
J. H. Cock, c Wiffell, b Lammert	0
F. J. Hartman, c and b Lammert	0
E. Cole, c Lammert, b Rapp	8
W. Andrews, b Rapp	9
C. Doughton, c Hartman, b Stuart	2
G. Ruby, c and b Stuart	19
Extras	1
Total	63

CHAUVINOWER.	
J. P. Jordan, b Ormsby	5
J. L. Stuart, b Ormsby	5
F. Rapp, b Gladwell	2
E. Lammert, c Cole, b Gladwell	28
J. H. Rutterford, c and b Gladwell	0
M. E. Asper, not out	14
A. E. Asper, c Gladwell, b Ruby	1
L. A. Rose, not out	19
R. Wiffell, c and b Stuart	1
R. Ford, c and b Stuart	1
H. Hartman, c and b Stuart	1
Extras	16
Total (for 6 wickets)	120

BOWLING ANALYSIS.

NAVAL YACHT C.C.	
Lammert	8-1-27-4
Hartman	8-1-26-5
Rapp	8-1-26-5
Stuart	8-1-26-5
CHAUVINOWER C.C.	
Ormsby	3-11-38-2
Ormsby	3-11-38-2
Gladwell	3-11-38-2
Ruby	3-11-38-2
Spur bowled 4 overs and Ormsby 3	

PAIRIE C.C. v. ROYAL ENGINEERS C.C.

This match was played on the R.E. ground on Saturday and ended in a draw. Scores:—

PAIRIE C.C.	
S. H. Commissioner, c. Tillman, b Meader	38
R. B. Cooper, b Watts	7
E. Patterson, b Watts	1
M. J. Docton, c Watts, b Meader	1
B. K. Mohin, b Tillman	0
H. Patel, b Tillman	9
D. R. Captain, b Meader	21
B. D. Tata, c Carver, b Turner	9
B. M. Master, c Lillywhite, b Meader	3
P. P. Tavarin, c Meader, b Turner	3
C. Movavala, not out	5
Extras	5
Total	107

ROYAL ENGINEERS.

Yates, b Docton	4
Wood, c Docton, b Tavarin	4
Lillywhite, b Docton	1
Turner, b Docton	1
Carver, b Docton	20
Chilman, b Pestonji	10
Palmer, c Tavarin, b Pestonji	1
Watts, c Tavarin, b Pestonji	1
Clark, not out	5
Meader, c Tavarin, b Pestonji	1
Colley, c Tavarin, b Pestonji	15
Extras	15
Total	86

LATE TELEGRAMS.

The Liberal Imperialists.

London, December 17.—A correction of Lord Rosebery's speech shows that his Lordship said:—The Party must 'clean its slates' and not 'clear its slates,' as was at first reported. His Lordship, in addition to what has already been reported, criticised the slowness of Government, and especially their failure to counteract continental ill-will, due to the dissemination of falsehoods. He eulogised Lord Rosebery's speech, and said that the recall of the former would have a most fatal effect on South Africa. The independence of the Boers was out of the question, and a relentless prosecution of the war was necessary. But, though it was impossible to negotiate peace from the Boer Government, should not be rejected. He advocated a liberal amnesty, and concluded his speech by saying that his services were at the disposal of the country, and his newspaper would be at the disposal of the Boer Government should not be rejected. He advocated a liberal amnesty, and concluded his speech by saying that his services were at the disposal of the country, and his newspaper would be at the disposal of the Boer Government should not be rejected.

The Turbulent Irish.

December 19.—Mr. Conor O'Kelly, member for North Mayo, has been sentenced to two months' imprisonment for a speech in which he declared that the British Government were the cause of the Irish famine. He was sentenced to three weeks' imprisonment for a speech in which he declared that the British Government were the cause of the Irish famine.

A meeting of the United Irish League at Roskeel has been postponed. The Government, it appears, has entered upon a long pending struggle with the United Irish League, the house of which was declared to be the language of the latter in the meeting of the United Irish League at Roskeel has been postponed.

December 18.—Lord George Hamilton, in a letter to Sir H. Campbell-Bannerman, declares that the language of the latter in the meeting of the United Irish League at Roskeel has been postponed.

France and Siam.

A semi-official note published in Le Temps states that there is no Siamese question at present, but it would be a mistake to suppose that France is disposed to sacrifice the guarantees she possesses in order to determine various local questions.

Serious Riot at Buda-Pesth.

A serious riot of the unemployed at Buda-Pesth has taken place. The police dispersed the procession, which was accompanied by a band of music. The rioters were armed with stones and bricks, and the police were armed with batons and clubs. The rioters were dispersed, and the police were victorious.

Australian Patriotism.

December 18.—A Times telegram from Melbourne says there are strong indications that Mr. Barton's determination not to furnish troops for South Africa, unless officially requested to do so, from the House and the Senate, is a public opinion and (in the commonwealth).

December 19.—The Victorian Assembly has passed a resolution, without a division, that it hopes the Federal Government will offer, unasked, the services of an Australian Contingent for South Africa.

December 20.—The Federal Premier of Australia, interviewed, said he was unable to offer troops to Great Britain without a substantial suggestion that they were wanted.

South African News.

December 17.—A Daily News telegram from Johannesburg says that important developments are expected in a few days, and that General Botha has summoned a meeting of Burgheers to discuss the situation.

December 18.—The Government intends to send another thousand Guards to South Africa in the middle of January.

December 19.—Six more Militia Battalions have been embodied, and two thousand Yeomanry are ordered to be raised immediately to be despatched to South Africa in January and February.

December 20.—It is probable that 1,000 additional Guards will be ordered to be in readiness for the Cape shortly.

December 21.—The 2nd Battalion of the Leinsters leave Barbadoes for the Cape on the 25th instant.

Up to the present 142,000 horses and mules have been shipped from New Zealand to the Cape, the value being nearly £3,000,000.

Calcutta, December 19.

The London correspondent of the Englishman, writing on the 18th instant, states that, in spite of the hopefulness of the situation, Lord Kitchener continues his very pressing demand for more men.

The Government is straining every nerve to bring the war to an end. The War Office intend raising a third contingent of Imperial Yeomanry for South Africa to meet Lord Kitchener's demands.

The Viceroy.

The Viceroy arrived from Bombay yesterday, and was accorded a brilliant reception. Large crowds lined the streets. Dec. 21.—A Vice-regal levee last night was largely attended.

Officers Mess Burnt Down.

A disastrous fire occurred yesterday at the Officers' Mess of the West Riding Regiment. The building was destroyed, with two sets of colours.

Advertisements.

The Attention of Advertisers is Drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

To-day's Advertisements

A CONCERT

WILL BE GIVEN IN THE CITY HALL, on

TUESDAY, 7th January, at 9.15 p.m.

Under the Distinguished Patronage of: H.E. Sir Henry Blake, G.C.M.G., H.E. Admiral Sir C. Bridger, K.C.B., H.E. Major-General Sir W. Gascoigne, K.C.M.G., Commanders POWELL, C.B.

MAESTRO GALLUZZI.

The following is the Programme:—

1. Piano Solo, 'Waltz No. 3,' Chopin
2. Song, 'The Guardian Angel,' Gounod
3. Song, 'A Rose,' Carlsuana
4. Cello Solo, 'Ballade,' Gattermann
5. Song, 'Nimrod,' Tosti
6. Song, 'The Flight of Ages,' Brann
7. Song, 'The Flower,' Mr. Terrell

SECOND PART.

8. Piano Solo, 'Polonaise,' A. Donati
9. Song, 'Still Wie die Nacht,' E. Bohn
10. Trio, 'Cello, Piano, Violoncello,' Adagio (Op. 25), Beethoven
11. Duet, 'La Fanciulla,' Rossini
12. Violin Solo, 'Scène de Ballet,' Berlioz
13. Song, 'Quando Viderano,' Ranzani
14. Semi-Chorus, 'Il Riso—Air of the 16th Century,' Pader Martini

Sexta may be booked at the Robinson Piano Co.'s Store

Hongkong, January 4, 1902.

FOR ILOILO.

THE Steamship

ANTONIO MACLEOD,

Captain UGATE, will be despatched for

Santo Domingo, on WEDNESDAY, the 8th Inst., at 2 p.m.

For Freight or Passage apply to

BRANDAO & Co., Agents.

Hongkong, January 6, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

PREUSSEN,

of the NORDDEUTSCHER LLOYD, Capt. E. PIERRE, due here with the outward

passage, will leave for the above ports on

SUNDAY, the 9th inst., at 10 a.m.

For further particulars, apply to

MEICHERS & Co., Agents.

Hongkong, January 6, 1902.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER COROMANDEL,

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above

named Vessel are hereby informed

that their Cargoes are being landed

and placed at their risk in the HONGKONG

KOWLOON WHARF AND GODOWN COMPANY'S

Godowns at Kowloon, where each consignment

will be sorted out Mark by Mark and

delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s.s. Hindoo.

From AFRICA, ex s.s. Britania.

From PERSIAN GULF, B. I. S. N. and B.

P. S. N. Co.'s Steamers.

Goods not cleared by the 12th Inst., at

4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

All Damaged Packages must be left in

the Godowns, and a Certificate of the damage

obtained from the Godown Company

within ten days after the Vessel's arrival

here, after which no Claims will be

received.

E. A. HEWETT,

Superintendent.

Hongkong, January 6, 1902.

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 10th instant, at 2.30 p.m., alongside

QUEEN'S STATUE WHARF—

THE STEAM LAUNCH

'TUNG FAT'

Built under Foreign Superintendence; is

certified to be in full compliance with the

Ordinance, and is a first-class launch, of

the hands of Messrs. BAILEY & MURPHY,

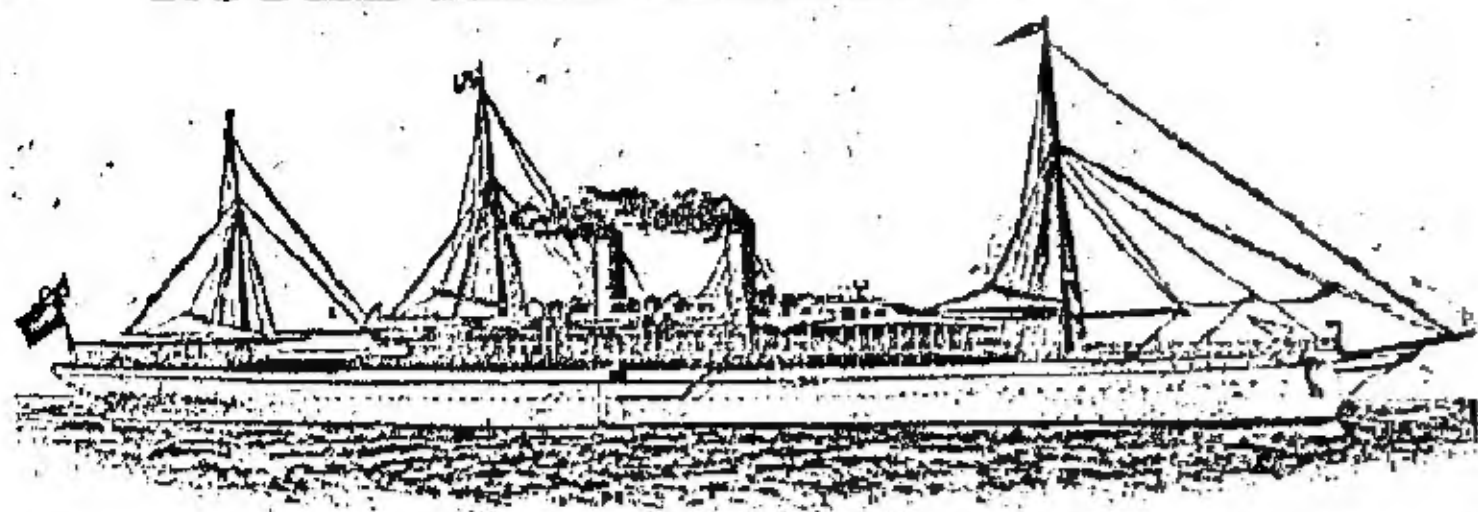
Engineers, &c., who have given her a thorough

overhaul; is remodelled, &c., &c., &c., suitable

for towing purposes and is fitted in

European style. Length, 53 feet; Beam,

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Serving 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.

(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 15th Jan./1902
TARTAR, 4,425 Tons...Comdr. E. BRETHAM, R.N.R. WEDNESDAY, 20th Jan./1902
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 12th Feb./1902
ATTENIAN, 3,887 Tons...Comdr. H. MOWAT, R.N.R. WEDNESDAY, 26th Feb./1902
EMPRESS OF CANADA...Comdr. H. PYBURN, R.N.R. WEDNESDAY, 12th Mar./1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second in size in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* Special Extra Service.

The Company's Extra Steamships "ATTENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATTENIAN" takes 2nd Class Passengers with accommodation unequalled on the Pacific, and also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, PEDDER STREET, 1112

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo in through route to ASTORIA, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant; Black Sea and Baltic Ports; North and South American Ports.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, ROTTERDAM AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Salsburg, Capt. MUSEN, 18th January, 1902. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Salsburg, Capt. SCHMIDT, 28th January, 1902. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Salsburg, Capt. DEGEN, 12th February, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Salsburg, Capt. FROST, 25th February, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

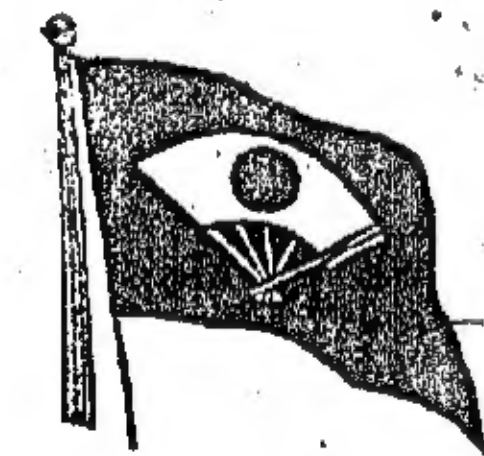
S.S. Salsburg, Capt. EILERS, 15th March, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE

1569

Queen's Buildings, No. 1.



TOYO KISEN KAISHA

(Oriental S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's Well-known Steamship

ROSETTA MARU, 3876 Tons.

Captain TATE, having been placed on the above service, will be despatched hence for MANILA, on or about TUESDAY, the 14th January.

Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivalled Speed. Electric Light.

For Freight and Passage, apply to

MITSUI BUSSAN KAISHA,

AGENTS.

No. 6, Ice House Street, corner of Des Vaux Road, 1st Floor.

Hongkong, January 6, 1902. 2633

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers: Destinations: Sailing Dates:

KANAGAWA MARU, J. MACKENZIE, MARSEILLES, LONDON, and ANTWERP, Via Singapore, Penang, Colombo and Port Said. FRIDAY, 10th Jan., at Daylight.

KINSHU MARU, F. L. PYNE, VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOU, KOBE and YOKOHAMA. MONDAY, 13th Jan., at 4 p.m.

TAMBA MARU, J. W. WALL, KOBE & YOKOHAMA. FRIDAY, 17th Jan., at Daylight.

KASUGA MARU, H. FROST, NAGASAKI, KOBE AND YOKOHAMA. FRIDAY, 17th Jan., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, January 4, 1902. 779

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON AND GIBRALTAR TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers: Sailing Dates:

PRINZESS IRENE ... WEDNESDAY, 8th Jan., 1902.

PRINZ HEINRICH ... WEDNESDAY, 22nd January.

PREUSSEN ... WEDNESDAY, 5th February.

HAMBURG ... WEDNESDAY, 19th February.

SACHSEN ... WEDNESDAY, 5th March.

KIAUSCHOU ... WEDNESDAY, 19th March.

WEDNESDAY, 2nd April.

WEDNESDAY, 16th April.

WEDNESDAY, 30th April.

WEDNESDAY, 14th May.

WEDNESDAY, 28th May.

WEDNESDAY, 11th June.

WEDNESDAY, 25th June.

Steamers of the Hamburg Amerika Linie.

ON WEDNESDAY, the 8th day of JANUARY, 1902, at Noon, the Steamship PRINZESS IRENE, of the Norddeutscher Lloyd, Captain DANNEBERG, with MAULS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 6th January, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 7th January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 7th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

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1947

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer: Tons: Captain: Proposed Sailing:

Olympic ... 2837 ... J. Truebridge ... Jan. 13, 1902

Glen ... 3759 ... F. Frakes ... Feb. 7, 1902

Delta ... 3821 ... J. S. Cox ... Feb. 22, 1902

Tacoma ... 2811 ... A. Dixon ... Mar. 8, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

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HONGKONG TO VICTORIA, TACOMA, £33.

The best route to the Klondike Gold Fields. Frequent sailings from Victoria, Tacoma to DREA and SE. MICHAEL.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, January 3, 1902. 422

CHINA NAVIGATION CO., LIMITED.

FOR AMOY AND SHANGHAI ... 8th January.

FOR AMOY AND SHANGHAI ... 10th January.

FOR AMOY AND SHANGHAI ... 11th January.

FOR AMOY AND SHANGHAI ... 15th January.

FOR AMOY AND SHANGHAI ... 17th January.

FOR AMOY AND SHANGHAI ... 21st January.

FOR AMOY AND SHANGHAI ... 25th January.

FOR AMOY AND SHANGHAI ... 29th January.

FOR AMOY AND SHANGHAI ... 31st January.

FOR AMOY AND SHANGHAI ... 3rd February.

FOR AMOY AND SHANGHAI ... 7th February.

FOR AMOY AND SHANGHAI ... 11th February.

FOR AMOY AND SHANGHAI ... 15th February.

FOR AMOY AND SHANGHAI ... 19th February.

FOR AMOY AND SHANGHAI ... 23rd February.

FOR AMOY AND SHANGHAI ... 27th February.

FOR AMOY AND SHANGHAI ... 31st February.

FOR AMOY AND SHANGHAI ... 3rd March.

FOR AMOY AND SHANGHAI ... 7th March.

FOR AMOY AND SHANGHAI ... 11th March.

FOR AMOY AND SHANGHAI ... 15th March.

FOR AMOY AND SHANGHAI ... 19th March.

FOR AMOY AND SHANGHAI ... 23rd March.

FOR AMOY AND SHANGHAI ... 27th March.

FOR AMOY AND SHANGHAI ... 31st March.

FOR AMOY AND SHANGHAI ... 3rd April.

FOR AMOY AND SHANGHAI ... 7th April.

FOR AMOY AND SHANGHAI ... 11th April.

FOR AMOY AND SHANGHAI ... 15th April.

FOR AMOY AND SHANGHAI ... 19th April.

FOR AMOY AND SHANGHAI ... 23rd April.

FOR AMOY AND SHANGHAI ... 27th April.

FOR AMOY AND SHANGHAI ... 31st April.

FOR AMOY AND SHANGHAI ... 3rd May.

FOR AMOY AND SHANGHAI ... 7th May.

FOR AMOY AND SHANGHAI ... 11th May.

FOR AMOY AND SHANGHAI ... 15th May.

FOR AMOY AND SHANGHAI ... 19th May.

FOR AMOY AND SHANGHAI ... 23rd May.

FOR AMOY AND SHANGHAI ... 27th May.

FOR AMOY AND SHANGHAI ... 31st May.

FOR AMOY AND SHANGHAI ... 3rd June.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named—

FOR STEAMSHIP CAPTAIN DATE

YMA, Via S'HAL, MOU & KOBE, Benca ... E. P. MARTIN, R.N.R. ... About 16th Jan.

LONDON, &c., Bengal, ... A. L. VALENTIN ... Noon, 18th Jan.

SHANGHAI ... R. T. COOK, R.N.R. ... About 18th Jan.

LONDON via ... E. G. ASHBY ... Noon, 25th Jan.

PASSENGER SEASON 1902.

MANSEILLES, PLYMOUTH AND LON ... 3284 Tons ... 29th March.

MASSILLON, ... 3064 ... 12th April.

* See Special Advertisement.

† For Freight only.

For Freight or passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, January 4, 1902. 26

PORTLAND AND ASIATIC

STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, ISLAND SEA OF JAPAN, MOU, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Steamship: Tons: Captain: Proposed Sailing:

INDRAPURA ... 4,899 ... A. F. Hollingsworth ... January 20, 1902

KNIGHT COMPANION ... 4,111 ... C. F. Freytag, R.N.R. ... February 13, 1902

INDRAVELLA ... 4,599 ... W. E. Craven, R.N.R. ... March 16, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 1st January, 1902. 2

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

LOONGSANG, Captain WIGGILL, will be despatched as above on TUESDAY, the 7th Inst., at 3 p.m.

This steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE MATHESON & Co., General Managers.

Hongkong, January 3, 1902. 15

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain J. C. SPENCE, will be despatched for the above Ports on TUESDAY, the 7th Jan., 1902, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON, SONS & Co., Agents.

Hongkong, December 30, 1901. 2666

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

PERLA, Captain GED. T. BLAXLAND, will be despatched for the above Port on WEDNESDAY, 8th Inst., at Noon.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to

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Hongkong, January 4, 1902. 23

NOTICE.

MESSAGERIES MARITIMES.

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STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME & TRIESTE.

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Splendid Collection of the Latest London
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A B C Code, 4th Edition.
A 1 Code.
Liebner's Standard Code.
TELEPHONE, 232.
Hongkong, July 2, 1901. 1379

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SOLE AGENTS FOR MESSRS. J. and E. HALL'S
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DONALD MACDONALD
Hongkong, May 28, 1898. 1063

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Hongkong, May 29, 1900. 1227

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CONSULTING ENGINEER AND
MARINE SURVEYOR.
Estimates for all classes of Engineering
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9 QUEEN'S ROAD CENTRAL.
Hongkong, November 1, 1901. 2221

HOP FUNG,
SHIP CHANDLER, &c.
Nos. 30 & 32 Wing On St. Central.
DEALER IN ALL KINDS OF
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STEEL TEES AND JOISTS.
Hongkong, January 4, 1902. 25

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THE YANOSSE VALLEY COMPANY, LTD.,
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Cable Address,
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5th October, 1901. 1726

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Drains, Traps, Waste Pipes, &c.,
Cleaned and Repaired.
Sanitary Board Notices receive prompt
attention.
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Prices on Application.
Hongkong, August 2, 1901. 1609

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興榮三
SAM WING HING,
COAL MERCHANTS,
No. 48, Des Voeux Road, Central.
Hongkong, September 21, 1901. 1958

Dentistry.

DENTISTRY.
SUI SANG,
Lately Practising with Dr. J. SAKATA
DENTIST
No. 4, Queen's Road Central,
Hongkong, January 1, 1898.

SIEN TING,
Surgeon Dentist,
No. 14, D'ARAGUE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

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AMERICAN SYSTEM,
WONG HO-MI,
SURGEON DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, Queen's Road Central.
Hongkong, October 3, 1899. 1902

**AMERICAN SYSTEM
OF
DENTISTRY**
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39, QUEEN'S ROAD CENTRAL,
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(LATE OF DENT AND NOBLE).
Hongkong, July 12, 1897. 2546

Hotels.

NEW VICTORIA HOTEL.
ROTISSERIE.
Meats a la Carte.
CHOPS, STEAKS, &c., etc., at any
time, between 7.30 a.m. and 11
p.m.
Monthly Table at Moderate Rates.
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Proprietors.
Hongkong, May 1, 1899. 1787

HOTEL CRAIGIEBURN.
BUNKETS GAF, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms,
Apply to the MANAGER. 741

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and
disturbance of the City, and surrounded by
a delightful Garden it is an ideal place of
Residence. The building stands on an
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within easy access of the Kowloon Wharves,
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bark Passengers, and from which there is a
regular ferry service to Hongkong.
Dining Alloys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, September 6, 1900. 850

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A First-Class Private
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HANDSOMELY FURNISHED, and
Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMIL-
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RESERVE FUND, \$10,000,000
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\$13,750,000
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BANKING CO., Ltd.
HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per
cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "
T. JACKSON,
Chief Manager.
Hongkong, December 23, 1901. 966

Banks.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL, \$10,000,000
RESERVE FUND, \$10,000,000
Sterling Reserve, \$10,000,000
Silver Reserve ... 3,750,000
\$13,750,000
RESERVE LIABILITY OF
PROPRIETORS ... \$10,000,000
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BANKING CO., Ltd.
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On Current Account at the rate of 2 per
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On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " " "
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T. JACKSON,
Chief Manager.
Hongkong, December 23, 1901. 966

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THE business of the above Bank is con-
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SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
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INTEREST on deposits is allowed at
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may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.
For the Hongkong and Shanghai
Banking Corporation,
T. JACKSON,
Chief Manager.
Hongkong, October 3, 1900. 1517

**THE NATIONAL BANK OF CHINA,
LIMITED.**
AUTHORIZED CAPITAL, \$1,000,000.
PAID-UP CAPITAL, \$224,374.
HEAD OFFICE—HONGKONG.
Board of Directors:
CHAN KIT SIEN, Esq., C. EWENS, Esq.,
CHOW TUNG SHANG, Esq., J. T. LAUTS, Esq.,
Esq.
Chief Manager:
GEO. W. F. FAYLAIR.
Interest for 12 months Fixed ... 5%.
Hongkong, March 18, 1901. 117

**THE MERCANTILE BANK OF
INDIA, LIMITED.**
AUTHORIZED CAPITAL, \$1,500,000.
PAID-UP CAPITAL, \$1,125,000.
RESERVE FUND, \$625,000.
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the Daily
Balance.
On Fixed Deposits:—
Per 12 Months ... 4 1/2 %
" 6 " ... 4 %
" 3 " ... 3 1/2 %
J. THURBURN,
Manager, Hongkong.
Hongkong, April 1, 1901. 224

**THE YOKOHAMA SPECIE BANK,
LIMITED.**
ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNPAID ... 6,000,000
RESERVE FUND ... 8,510,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
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LONDON, LYONS, NEW YORK,
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HONGKONG BRANCH:—Interest allowed.
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per annum.
On fixed deposits for 6 months, 4%
per annum.
On fixed deposits for 3 months, 3%
per annum.
TARO HODSUMI,
Manager.
Hongkong, October 3, 1901. 589

EMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1895.
SUBSCRIBED CAPITAL, ... Tr. 5,000,000
PAID-UP CAPITAL, ... 2,500,000
HEAD OFFICE—SHANGHAI.
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Interest allowed on Current Accounts at
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Balance.
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" 12 " ... 5%
E. W. RUTTER,
Manager.
Hongkong, January 13, 1901. 1970

Banks.

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PAID-UP CAPITAL, Shai Tr. 5,000,000.
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BOARD OF DIRECTORS: BERLIN.
BRANCHES:
BERLIN, CALCUTTA,
HANKOW, TIENTSIN,
THIESSAU (KIAUSCHAU).

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Deutsche Bank (Berlin), London Agency
Direction der Deutsche Gesellschaft.
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Deposits received on terms which may be
agreed on application. Every description of
Banking and Exchange business trans-
acted.
H. SCHOTTLENDER,
Acting Manager.
Hongkong, December 12, 1901. 293

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AUSTRALIA, AND CHINA.**
INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.
CAPITAL PAID-UP ... £300,000
RESERVE LIABILITY OF SHARE-
HOLDERS ... £200,000
RESERVE FUND ... £575,000
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Balance.
On Fixed Deposits for 12 months 4 1/2 %
" 6 " 4 %
" 3 " 3 1/2 %
T. H. WHITEHEAD,
Manager.
Hongkong, July 9, 1901. 848

**HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.**
CAPITAL FULLY PAID-UP ... \$1,000,000.
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General Managers:
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to invest funds in Mortgage or otherwise,
to buy or sell Shares or Local Stocks, and
generally to act for those who may be
temporarily or permanently absent from
the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 13, 1901. 361

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'What
to give'
is the question of the hour. The best
gift for your wife is a Policy of Life
Assurance. Clothes will wear out.
A piano will get out of tune. Jewelry
will become old-fashioned. Bric-a-
brac will break. Most things de-
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the older it gets the more valuable it
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Hongkong.
SALAMANDER FIRE INSURANCE
COMPANY.
THE Undersigned having been appointed
AGENTS for the above company are
prepared to accept Risks against Fire at
Current Rates.
HONGKONG, March 31, 1900. 738

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne
A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £3,450,044.
TOTAL ANNUAL INCOME, £1,103,883.
THE Undersigned, having been appointed
AGENTS of the above Society in Hong-
kong, are prepared to issue Policies against
FIRE on the usual terms.
HARRY WICKING & Co.,
Principals.
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1900,
£14,732,681.
Authorized Capital, £3,000,000 0 0
Subscribed Capital, £2,700,000 0 0
Paid-up Capital, £257,000 0 0
Fire Funds, £2,833,716 14 4
HAVING been appointed AGENTS of the
above Company we are prepared to
Accept EUROPEAN and CHINESE RISKS at
Current Rates.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 3, 1901. 1537

EVERY FACILITY
In connection with Life Assurance
Business is afforded by
THE STANDARD LIFE ASSURANCE
COMPANY.
ONE of the largest and wealthiest of the
Provident Institutions of the United
Kingdom. Forms of application and all
information will be promptly afforded on
application.
DODWELL & CO. LIMITED,
Agents.
Hongkong, April 8, 1901. 7-33

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Acacia	despatch-rudder	1700	—	3000	Comdr. Seymour E. Frisk	Hongkong
*Albatross	battleship, 1st class	12,950	16	13,500	Captain W. W. Hewett, R.N.	Hongkong
Albatross	battleship, 1st class	1050	6	1400	Comdr. Under Walter Carey	Newchwang
Albatross	battleship, 1st class	12,950	16	13,500	Capt. Wm. Stokes Rees, C.B.	Shanghai
Albatross	cruiser, 1st class	4320	10	5000	Captain H. Cherry	Yokohama
Albatross	cruiser, 2nd class	4360	10	9000	Captain C. J. Baker	Shanghai
Albatross	armoured cruiser, 1st class	5000	12	8500	Captain E. H. Bayly, C.B.	Hongkong
Albatross	cruiser, 1st class	9000	12	13,000	Captain F. H. Henderson	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Locke	Hongkong
Albatross	gunboat, 3rd class	1770	6	3500	Comdr. E. H. Martin	Singapore
Albatross	cruiser, 1st class	710	6	1200	Lt.-Comdr. R. A. Baird	Hongkong
Albatross	water tank and tug	390	—	300	Captain H. M. Tudor	Hongkong
Albatross	gunboat, 2nd class	1140	8	2000	Master T. Passmore	Hongkong
Albatross	cruiser, 2nd class	5600	11	9000	Comdr. W. G. Pakenham	Chinkiang
Albatross	cruiser, 1st class	7350	12	10,000	Captain W. A. Paget	Hongkong
Albatross	gunboat, 1st class	380	3	200	Lieut.-Com. Godfrey	Shanghai
Albatross	gunboat, 2nd class	380	3	200	Flot Reserve	Hongkong
Albatross	gunboat, 1st class	12,950	16	13,500	Lt.-Com. C. B. Reay-Powell	Canton
Albatross	gunboat, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Albatross	gunboat, 1st class	12,950	16	13,500	Captain Lewis Wintz	Wahaiwei
Albatross	gunboat, 1st class	275	6	4000	Lieut.-Com. G. C. Hardy	Hongkong
Albatross	gunboat, 1st class	1640	6	4000	Comdr. H. J. Davison	Hongkong
Albatross	gunboat, 1st class	280	6	3900	Flot Reserve	Hongkong
Albatross	gunboat, 1st class	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Albatross	gunboat, 1st class	12,950	16	13,500	Re-building	Hongkong
Albatross	gunboat, 1st class	5600	12	8500	Captain W. G. White	Yokohama
Albatross	gunboat, 1st class	5600	12	8500	Captain J. H. T. Hanks, C.B.	Hongkong
Albatross	gunboat, 1st class	5600	12	8500	Lt.-Com. G. P. Mansel	Shanghai
Albatross	gunboat, 1st class	1015	6	1400	Comdr. W. H. Nicholson	Hankow
Albatross	gunboat, 1st class	755	6	720	Lt.-Comdr. A. H. Oldham	Wuhu
Albatross	gunboat, 1st class	3600	8	7000	Capt. Harry C. Reynolds	Hankow
Albatross	gunboat, 1st class	755	6	1200	Lt.-Com. Hector Watts-Jones	Hongkong
Albatross	gunboat, 1st class	835	6	650	Lt.-Com. Morris H. Smyth	Hongkong
Albatross	gunboat, 1st class	805	6	720	Lt.-Com. Charles F. Corbett	Hongkong
Albatross	gunboat, 1st class	85	2	240	Lieut.-Com. G. G. Webster	Hongkong
Albatross	gunboat, 1st class	980	6	1410	Comdr. O. A. W. Hamilton	Wahaiwei
Albatross	gunboat, 1st class	85	2	240	Lieut.-Com. Murray Lockhart	Hankow
Albatross	gunboat, 1st class	85	2	240	Lt.-Comdr. R. W. Dalry	Hankow
Albatross	gunboat, 1st class	755	6	870	Flot Reserve	Hongkong
Albatross	gunboat, 1st class	290	6	600	Flot Reserve	Hongkong
Albatross	gunboat, 1st class	5600	11	9000	Captain F. G. Stopford	Hongkong
Albatross	gunboat, 1st class	180	2	800	Re-building	Hongkong
Albatross	gunboat, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Hongkong
Albatross	gunboat, 1st class	365	3	200	Temporarily employed surveying	Hongkong
Albatross	gunboat, 1st class	62	—	450	Lieut.-Com. W. O. Lyne	Hongkong
Albatross	gunboat, 1st class	360	6	5800	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Albatross	gunboat, 1st class	275	6	1000	Flot Reserve	Hankow
Albatross	gunboat, 1st class	150	2	550	Lieut.-Com. Hugh Somerville	Shanghai
Albatross	gunboat, 1st class	150	2	550	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Aspern	Austrian cruiser	976	—	—	Capt. Heinrich	Hongkong
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Hans	Shanghai
Alouette	French gunboat	500	—	—	Lieut. A. Belloy	Shanghai
Alouette	French gunboat	475	3	450	Commander Journet	Saigon
Alouette	French gunboat	580	—	—	Lieut. Fito	Kobe
Alouette	French cruiser	4000	19	9000	Capt. Lefevre	Woojing
Chasseloup Laubat	French cruiser	3800	—	—	Capt. De Epimay St. Luc	Tokio
Cogute	French gunboat	525	—	—	Commander Louel	Bangkok
Decidie	French gunboat	690	—	—	Commander Leamy	Pakhoi
D'Entrecasteaux	French flag ship	8114	14	15,500	Captain Fournet	Tokio
Desaixes	French cruiser	4000	14	9000	Capt. de Saune	Saigon
Desaixes	French cruiser	1453	8	2050	Capt. Texier	Taku
Fraut	French cruiser	3730	10	9000	Captain Adam	Woojing
Keramat	French gunboat	1250	6	2200	Capt. de la Motte du Portail	Shanghai
Lion	French gunboat	471	—	—	Capt. Bécus	Taku
Pascal	French cruiser	3988	14	8800	Captain Molot	Along Bay
Redoubtable	French cruiser	9437	8	6071	Captain Neny	Hankow
Sixx	French gunboat	1491	—	500	Capt. Vincat	Shanghai
Surprise	French gunboat	—	—	—	Captain Mercat	Kwanchow
Vadour	French cruiser	—	—	—	Captain Blondel	Canton
Vigilant	French gunboat	—	—	—	Comdr. Villeneuve	Nagasaki
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Saigon
Dussard	German gunboat	1660	8	2900	Capt. von Bassewitz	Nagasaki
Fürst Bismarck	German flag ship	11,000	36	14,000	Captain Friedrich	Shanghai
Geier	German gunboat	1660	8	—	Commander Hilbrand	Nagasaki
Hansa	German cruiser	0900	20	10,000	Capt. Derrowsky	Saigon
Hertha	German cruiser	0900	20	10,000	Comdr. Commander Stamer	Hongkong
Ilis	German gunboat	1060	10	1300	Capt. Berger	Puchow
Jaguar	German gunboat	1060	10	1300	Capt. Guelich	Shanghai
Kaiserin Augusta	German cruiser	0900	20	14,000	Comdr. Daehnhardt	Shanghai
Loche	German gunboat	530	10	—	Comdr. Boerner	Shanghai
Schwalbe	German gunboat	1110	8	1500	Comdr. Hoffmann	Shanghai
Scander	German gunboat	1090	8	2800	Comdr. von Mittelsadt	Bangkok
Tiger	German gunboat	900	10	1300	Comdr. von Weiss	Shanghai
Vorwärts	German gunboat	—	—	—	—	—
Lombard	Italian cruiser	2300	10	3843	Captain John Boel	Shanghai
Mareo P.	Italian cruiser	4583	10	10,543	Captain Betti	Shanghai
Puglia	Italian cruiser	2250	10	7000	Captain Canale	Shanghai
Yessatie	Italian cruiser	4500	14	6320	Captain Zedi	Shanghai
Zaire	Portuguese gunboat	690	—	—	Captain Mello	Macao
Admiral Korniloff	Russian cruiser	3500	16	4000	Captain Jakorloff	Taku
Admiral Nachimoff	Russian cruiser	4000	—	—	Captain Ysidoroff	Yokohama
Alcazar	Russian gunboat	510	3	730	Captain Elksky	Yokohama
Bobre	Russian sloop	350	2	1150	Captain Dubrowsky	Newchwang
Dimitry Donsky	Russian cruiser	6000	16	7000	Capt. Vandenakroff	Port Arthur
Gaidamak	Russian gunboat	230	2	3500	Capt. Sorokinnoff	Taku
Grozniatsky	Russian gunboat	1400	9	2000	Capt. Smuinoff	Shanghai
Korczak	Russian battleship	12,435	26	14,500	—	Nagasaki
Korczak	Russian sloop	1200	3	150	Captain Silman	Nagasaki
Mandjour	Russian sloop	1200	3	1400	Commander Muravioff	Nagasaki
Navarin	Russian 2nd class battleship	10,000	4	2000	Captain Etkenswold	Shanghai
Osmay	Russian battleship	12,000	—	—	Captain Jensen	Yokohama
Petrovskoye	Russian battleship	11,000	—	—	Captain Orgeroff	Nagasaki
Poltava	Russian cruiser	12,200	28	—	Captain Sepelennoff	Nagasaki
Poltava	Russian cruiser	1320	10	—	Capt. Matusevich	Nagasaki
Rasbonyak	Russian flag ship	10,225	26	13,250	Capt. Melensky	Nagasaki
Rurik	Russian battleship	10,000	—	—	Captain Perissoff	Port Arthur
Saratov	Russian gunboat	530	2	1125	Captain Tarnassoff	Manila
Saratov	Russian gunboat	530	2	1125	Captain Soulatin	Taku
Saratov	Russian 2nd class battleship	10,000	14	8500	Captain Prince Uchtonsky	Taku
Saratov	Russian gunboat	530	2	1125	Capt. Rogulin	Nagasaki
Saratov	Russian armoured cruiser	2600	16	7000	Comdr. Shkuff	Nagasaki
Saratov	Russian gunboat	500	11	5000	—	—
Saratov	Russian cruiser	1280	6	1194	—	—
U. S. gunboat	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Nagasaki
U. S. flag ship	U. S. flag ship	9215	32	18,769	Captain Todd	Manila
U. S. gunboat	U. S. gunboat	1150	8	1600	Commander C. G. Bowring	Manila
U. S. gunboat	U. S. gunboat	—	—	—	Comdr. J. M. Helm	Manila
U. S. gunboat	U. S. gunboat	1800	—	—	Comdr. W. F. Halsey	Shanghai
U. S. gunboat	U. S. gunboat	1202	8	1088	Comdr. R. R. Rogers	Manila
U. S. gunboat	U. S. gunboat	1030	8	2200	Comdr. Alder Percy Garst	Manila
U. S. gunboat	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Shanghai
U. S. gunboat	U. S. gunboat	11,500	41	10,000	Captain C. H. Stockton	Shanghai
U. S. gunboat	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Canton
U. S. monitor	U. S. monitor	3980	6	7000	Comdr. E. M. Wieg	Taku
U. S. gunboat	U. S. gunboat	1370	6	674	Comdr. G. W. Piggan	Shanghai
U. S. cruiser	U. S. cruiser	4084	4	1214	Lieut. Comdr. F. Perry	Cevite
U. S. flag ship	U. S. flag ship	8200	24	17,401	Captain M. R. S. Mackenzie	Manila
U. S. gunboat	U. S. gunboat	1000	6	800	Commander J. B. Selridge	Newchwang
U. S. cruiser	U. S. cruiser	1000	10	1118	Commander E. E. Barry	Hankow
U. S. gunboat	U. S. gunboat	1287	8	1324	Commander W. S. Prime	Manila
U. S. gunboat	U. S. gunboat	1710	6	1801	Commander W. Swift	Manila

